

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:

TAKI TOOO
DCA-03-MM-035

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Tuesday,
June 17, 2003

INTERVIEW OF:

LARS KENT

PRESENT :

BILL WOODY
K. LAWERNSON
P. WOOD
LT. GILMORE

1 P R O C E E D I N G S

2 MR. WOODY: It is 1:15 and we are on the
3 record.

4 And may we have your name for the record,
5 please, and your rank?

6 MASTER CHIEF KENT: Master Chief Lars Kent,
7 and I am also in charge in the --

8 MR. WOODY: --

9 MASTER CHIEF KENT: The spelling of my first
10 name is Lars, L-A-R-S.

11 MR. WOODY: Thank you. Middle initial.

12 MASTER CHIEF KENT: B.

13 MR. WOODY: Okay. And your address?

14 MASTER CHIEF KENT: Is [REDACTED]
15 [REDACTED].

16 MR. WOODY: [REDACTED] --

17 MASTER CHIEF KENT: I am sorry, [REDACTED]

18 MR. WOODY: All right.

19 MASTER CHIEF KENT: Since there is nobody
20 standing outside, is there any chance we can open
21 that door because --

22 MR. WOODY: Of course.

23 MASTER CHIEF KENT: I went running, went
24 into the shower and came here.

25 (Pause.)

1 MR. WOODY: Okay. Could you state your
2 position stationed here?

3 MASTER CHIEF KENT: I am the Officer in
4 Charge. I run the station.

5 MR. WOODY: Okay. And do you have any
6 association with or any, do any of your duties
7 include watching the conditions of the bar and if
8 so, what --

9 MASTER CHIEF KENT: The boat calls in the
10 condition on the bar to the watch stander here at
11 the station. The watch stander, in turn, calls me
12 at home or if I am here, calls me in my office,
13 tells me what conditions are, and what the
14 recommendation was of the toxic that was on the bar
15 --

16 MR. WOODY: Okay. What criteria does the
17 usual Coxswain have -- communicate what the
18 conditions are?

19 MASTER CHIEF KENT: They basically break it
20 down into the north hole, the south hole, the middle
21 grounds and the area between the jetties, which they
22 report to sometimes, between the tips or sometimes
23 the --

24 MR. WOODY: Okay. And what are the
25 conditions that would concern you, would cause you

1 to take action?

2 MASTER CHIEF KENT: Any large swells, breaks
3 of any kind were normally covered to restrict the
4 bar to all recreational traffic and uninspected
5 commercial fishing vessels for runs.

6 MR. WOODY: And what about the swells
7 heights, is there any of those criteria?

8 MASTER CHIEF KENT: Yes, it is. Basically,
9 the Coxswain use their best judgement to gauge using
10 the -- we have got in here, sometimes, we factor
11 into the equation or it is basically going on the,
12 the size vessels that we have got, would they be
13 comfortable going across the bar on something of
14 that size.

15 MR. WOODY: Okay. I saw something in the
16 book there about, something about the length of the
17 swell. That is the reason I asked the question, how
18 the length figured into it.

19 MASTER CHIEF KENT: There is a guideline in
20 here and it is strictly a guideline. And it is
21 based at, if you take the length of the vessel,
22 divide it by 10, add the pre board, that is the size
23 swell that that vessel can transit in. And based,
24 and anyway, that is the formula that is in the -- it
25 doesn't work very well.

1 MR. WOODY: All right, so, that is not a
2 criteria that you use in deciding whether the --

3 MASTER CHIEF KENT: No, basically by this
4 criteria, no vessels would ever transit the Pacific.

5 MR. WOODY: Okay.

6 MASTER CHIEF KENT: Any of the West Coast of
7 the United States.

8 MR. WOODY: Okay. What we are hearing, is
9 that if larger the Coxswain -- as to what the
10 outlook --

11 MASTER CHIEF KENT: They try to factor in
12 the size of swell, how deep the swell is, you know,
13 if it is six foot, but it is a nice rolling swell,
14 usually there is not going to be much of a need for
15 a restriction on the bar. You know, it is six foot
16 and steep like this, then chances are that we are
17 going to probably restrict it to vessels 20 or 25
18 feet long.

19 MR. WOODY: So, the vessel --

20 MASTER CHIEF KENT: That is just an example.
21 I am not --

22 MR. WOODY: Just an example.

23 MASTER CHIEF KENT: I don't, there is no set
24 formula, standard, that says, you know, if it is
25 deep and this height, then this is the length.

1 Round and this height, this is the length that,
2 there is no such thing.

3 MR. WOODY: Okay. What we are trying to get
4 an understanding.

5 MASTER CHIEF KENT: Yeah, I know, and I am
6 trying to help you out by saying we are taking an
7 experienced boater, a Coxswain that is certified by
8 the Coast Guard and taking his best judgement based
9 on what he is experiencing on scene, and based,
10 going off of, off of his recommendation.

11 MR. WOODY: All right. We haven't asked a
12 lot of questions about what height, to length and t
13 hat sort of thing.

14 MASTER CHIEF KENT: Right.

15 MR. WOODY: Could you just, for the
16 inspection of the, you are a Coxswain and you go out
17 there looking for and -- feel for this program.

18 MASTER CHIEF KENT: Again, any, excuse me,
19 we factor in what is the tide doing, the actual
20 height of the waves at the time, how steep are the
21 waves, what effect is the wind having on the waves.

22 That is primarily all of the factors that are going
23 into making the judgement call. And that is, all
24 of that put together and that is basically what they
25 are basing the recommendation.

1 MR. WOODY: So, are there anything that
2 automatic show stoppers, you said break, awhile ago?

3 MASTER CHIEF KENT: Breaks. If there are
4 breaks on the bar, that is a show stopper.

5 MR. WOODY: Okay. I didn't think -- length
6 of recreational vessels. Recreational vessels and -
7 - this is a regulation that is tied to -- a little
8 side sticker, at least --

9 MASTER CHIEF KENT: I -- Let me make sure I
10 am understanding your question.

11 MR. WOODY: Okay.

12 MASTER CHIEF KENT: Do the regulations only
13 pertain to recreational vessels of a certain size,
14 is that what you are asking me?

15 MR. WOODY: Let's use that question. That
16 is a good question.

17 MASTER CHIEF KENT: Okay. No, it applies to
18 all recreational vessels.

19 MR. WOODY: All recreational vessels,
20 regardless of size.

21 MASTER CHIEF KENT: Yes.

22 MR. WOODY: And of course this would include
23 the six pack vessels.

24 MASTER CHIEF KENT: Yes.

25 MR. WOODY: Okay. But, are there any

1 restrictions that are applied to commercial vessels
2 or inspected vessels?

3 MASTER CHIEF KENT: No.

4 MR. WOODY: They can go out any time they
5 choose to go out.

6 MASTER CHIEF KENT: Well, it is their
7 judgement.

8 MR. WOODY: Their judgement.

9 MASTER CHIEF KENT: We are relying on their
10 expertises, professionalism, to make the call
11 whether to go out or not.

12 MR. WOODY: Okay. How about -- seeing what
13 command, the recreational vessels, say that the bar
14 has been closed, and they want to come in, how do
15 they, do they get permission, can they come in or
16 how are they handled?

17 MASTER CHIEF KENT: They, if the bar is
18 closed and they are out at sea, they want to come
19 in, they can't until the restriction of the bar is
20 lifted.

21 MR. WOODY: Okay.

22 UNIDENTIFIED SPEAKER: We don't close the
23 bar, we restrict the bar.

24 MASTER CHIEF KENT: Right.

25 UNIDENTIFIED SPEAKER: And those have two --

1 MASTER CHIEF KENT: Yeah, that is true. The
2 bar is --

3 UNIDENTIFIED SPEAKER: Restrict the bar.

4 MR. WOODY: Explain the two terms, what do
5 they mean? You don't close the bar, you restrict
6 it.

7 MASTER CHIEF KENT: I only have the
8 authority to restrict the bar.

9 MR. WOODY: I see.

10 MASTER CHIEF KENT: And that is to, you
11 know, limit traffic of recreational and uninspected
12 and six pack, and that is it. As far as closing
13 any waterways, that is up to the Captain of the Port
14 of that area.

15 MR. WOODY: Okay.

16 MASTER CHIEF KENT: To do something like
17 that.

18 MR. WOODY: When you get a report and in
19 your mind would be dangerous to recreational
20 vessels, do you close, do you restrict at that time
21 or do you contact the Captain of the Port or how do
22 you --

23 MASTER CHIEF KENT: When, when they make a
24 recommendation, if it is to restrict the bar, then I
25 take action on my own to restrict the bar.

1 MR. WOODY: Okay.

2 MASTER CHIEF KENT: At that time. I don't
3 call somebody. We do make a notification after we
4 have done it, that the bar has been restricted.

5 MR. WOODY: All right. And then what kind
6 of notice do you give the public and port people and
7 the Coast Guard?

8 MASTER CHIEF KENT: We first tell the crew
9 or whoever it is that made the recommendation that
10 it has been concurred with, then we do a broadcast
11 on 16 and 22. Then we update a recording that we
12 have here at the station, that people can phone into
13 to get the latest weather report.

14 MR. WOODY: I see. And is this, is the
15 Captain of the Port is also notified that the action
16 is being taken, or just a local matter?

17 MASTER CHIEF KENT: The, I don't know the
18 answer.

19 MR. WOODY: Okay.

20 MASTER CHIEF KENT: I don't know if the
21 Captain of the Port is notified of any bar
22 restrictions via my operational control or not.

23 MR. WOODY: I --

24 MASTER CHIEF KENT: I don't know.

25 MR. WOODY: You don't know. Operational

1 control, what do you mean by that.

2 MASTER CHIEF KENT: I work under the
3 operational control of --

4 MR. WOODY: Okay.

5 MASTER CHIEF KENT: And, yes, I am required
6 to notify Group Astoria of the restriction on the
7 bar. So, they, in turn --

8 MR. WOODY: Notify the Captain of Port.

9 I think we have already talked about
10 restrictions. I just thought of a couple other
11 things I would like to ask about.

12 I would ask if anybody has any questions?

13 UNIDENTIFIED SPEAKER: Of restrictions?

14 MR. WOODY: Yes.

15 UNIDENTIFIED SPEAKER: No.

16 UNIDENTIFIED SPEAKER: Over the years, how
17 many people have violated the restriction
18 regulation, as far as going out anyway? Has
19 anybody?

20 MASTER CHIEF KENT: And again this is just
21 off the top of my head, okay, it is not --

22 UNIDENTIFIED SPEAKER: Right.

23 MASTER CHIEF KENT: A logged fact. I would
24 say in the three years that have been the Officer in
25 Charge here, we have probably had four or five at

1 the most, people go out. Not too often has that
2 become an issue.

3 UNIDENTIFIED SPEAKER: Actually I do have a
4 question. Do you have people calling you up at home
5 complaining, saying, hey, why are you doing this to
6 us today?

7 MASTER CHIEF KENT: Oh, yeah.

8 UNIDENTIFIED SPEAKER: I mean, are you
9 bombarded with it or just maybe one or two?

10 MASTER CHIEF KENT: No, no, just one, two,
11 three a month, something like that and it is, maybe
12 more than that, I don't know, but, yeah, it is,
13 sometimes they figure out my home phone number and
14 call me at home. Most of the time they come here and
15 demand to see the Officer in Charge and they want to
16 voice their complaint. And, you know, I come down,
17 and they let me have it, and then I explain why we
18 do it and then, then they leave. More often than
19 not, satisfied that we are there for, looking out
20 for their best interest.

21 UNIDENTIFIED SPEAKER: Do you have like
22 monthly meetings or bi-annual meetings with the
23 locals where you all get together?

24 MASTER CHIEF KENT: No, because the locals
25 aren't the ones coming in to talk to me. It is the

1 people that are transiting through the area, that
2 are complaining.

3 UNIDENTIFIED SPEAKER: The locals don't try
4 to challenge the authorities.

5 MASTER CHIEF KENT: No, no. They, they, if
6 anybody ever has any question and lives in the area,
7 they know to stop by and ask and we have a very open
8 relationship with the community. Anyway, no, it is
9 not the locals.

10 UNIDENTIFIED SPEAKER: Okay. That is all I
11 have.

12 UNIDENTIFIED SPEAKER: -- done the boating
13 safety, you have been invited to speak to --

14 MASTER CHIEF KENT: Yes.

15 UNIDENTIFIED SPEAKER: And how does the --
16 come up with the locals?

17 MASTER CHIEF KENT: No.

18 UNIDENTIFIED SPEAKER: All right. I wanted
19 to make sure that I understood something that you
20 were saying earlier about the vessel length
21 criteria. Were you saying that that was too
22 restrictive?

23 MASTER CHIEF KENT: Yes. Too restrictive.

24 UNIDENTIFIED SPEAKER: Okay.

25 MASTER CHIEF KENT: And I am going to throw

1 an example.

2 UNIDENTIFIED SPEAKER: Okay. Please.

3 MASTER CHIEF KENT: We have -- It is length
4 over all is 22 feet. Three boarders, approximately
5 one foot, okay. That means that that vessel by that
6 formula can only go in seas less than 3.2 feet in
7 height. Okay. Which is -- And we don't have days
8 where it is less than 3.2 feet, 99 percent of the
9 years, that we would never be able to allow them,
10 anywhere but inside the bay, based on that formula.

11 UNIDENTIFIED SPEAKER: I see.

12 MR. WOODY: How many times a year do you put
13 restrictions on the water way? How many times per
14 year?

15 MASTER CHIEF KENT: Oh, sir -- Oh.

16 MR. WOODY: And tell me --

17 MASTER CHIEF KENT: I can't.

18 MR. WOODY: We can accept an answer like in,
19 in January --

20 UNIDENTIFIED SPEAKER: Rather the month, he
21 could actually pull the log for the --

22 MASTER CHIEF KENT: That would, yeah,
23 because it is several, several, several times. I
24 mean, we are restricting it. You know, we can
25 impose a restriction, lift the restriction and then

1 impose a restriction again all in the same day.

2 MR. WOODY: Same day.

3 MASTER CHIEF KENT: So, does that explain
4 why it is so difficult for me to --

5 MR. WOODY: Yes, I would be interested in
6 the number of days that it occurs on. So, I can
7 understand that, you know, you might not, not, it
8 might be the whole day. It might be just the
9 morning. How often are the restrictions on, you
10 know, recreational
11 boating --

12 MASTER CHIEF KENT: A lot.

13 MR. WOODY: A lot.

14 MASTER CHIEF KENT: I, I can't --

15 UNIDENTIFIED SPEAKER: You say you can check
16 the log.

17 MASTER CHIEF KENT: Yeah. We can do the
18 homework on this, but me trying to pull that one off
19 the top of my head, I don't think I would do it just
20 as --

21 MR. WOODY: Good. Any particular months
22 that are more prevalent than others?

23 MASTER CHIEF KENT: Absolutely, yes. All,
24 the late fall, all of the winter, and a lot of the
25 early spring, there, you know, the bar is restricted

1 more often than not.

2 MR. WOODY: What is spring, up to and
3 through March or would it be into April?

4 MASTER CHIEF KENT: Into of May.

5 MR. WOODY: End of May. Into May.

6 MASTER CHIEF KENT: Yes. And obviously,
7 June. Also we have restrictions, but, I mean, you
8 know, for a fact we know that the bar is not going
9 to be calm over that period of time.

10 MR. WOODY: Okay.

11 MASTER CHIEF KENT: And I mean, there are
12 exceptions to every single -- We had the most
13 gorgeous days in the world in January of this year.
14 It, you know, anyway. So, it is, you know, we are
15 just talking generalities. We are not talking
16 specifics. So, as long as that part is clear.

17 MR. WOODY: It is, yes.

18 MASTER CHIEF KENT: Okay.

19 MR. WOODY: We are not looking for specifics
20 or anything like that. Just trying to get a feel
21 for it, because I think we just don't know, you
22 know, and that is basically it.

23 UNIDENTIFIED SPEAKER: Would this bar be
24 closed more than other bars along the Coast, do you
25 think, based on your experience?

1 MASTER CHIEF KENT: It is closed more than
2 deeper water bars, yes, absolutely. I mean, we are
3 closed a whole lot more than the -- River is closed.
4 We closed probably more, that is guess, but I was -
5 -

6 UNIDENTIFIED SPEAKER: -- that is
7 something, specific bar you want to compare it to,
8 we can get that for you.

9 UNIDENTIFIED SPEAKER: In general, when we
10 are not talking about a period where there is a
11 storm offshore that is driving everything up on the
12 beach, in general, how long in hours would the
13 typical bar restriction be enforced? Are were
14 talking a couple of hours or --

15 MASTER CHIEF KENT: No, I can't, I can't
16 answer that.

17 UNIDENTIFIED SPEAKER: Okay.

18 MASTER CHIEF KENT: It is going to take a
19 whole lot of number crunching to answer your
20 question.

21 UNIDENTIFIED SPEAKER: I have a question.
22 You have been three years here -- have you seen any
23 sorts of vessels crossing the bar under conditions
24 similar we had Saturday?

25 (Pause.)

1 UNIDENTIFIED SPEAKER: I had a couple of
2 questions. One I want to clarify. You said that
3 for a restriction you notify Group Astoria. But,
4 for closures you would notify Group Portland, the
5 Captain of the Port.

6 MASTER CHIEF KENT: We would go through, if,
7 okay. I don't close, he would --

8 UNIDENTIFIED SPEAKER: Right.

9 UNIDENTIFIED SPEAKER: He would make a
10 recommendation.

11 MASTER CHIEF KENT: If, If I was going to,
12 if that situation ever occurred, for whatever
13 reason, okay, or if, I don't know, let's say we have
14 ammonia spill of the year in Tillamook Bay and we
15 have got to close this place down. I would call
16 Group Astoria, give them my situation, give them my
17 recommendation and ask to contact the Captain of the
18 Port.

19 UNIDENTIFIED SPEAKER: So, you would never
20 go directly to the Captain of the Port.

21 MASTER CHIEF KENT: No.

22 UNIDENTIFIED SPEAKER: You would go through
23 Group Astoria.

24 MASTER CHIEF KENT: Yes.

25 UNIDENTIFIED SPEAKER: And then up to the

1 Captain of the Port. That was all I was trying to
2 do, was to clarify the chain there.

3 MASTER CHIEF KENT: Yes.

4 UNIDENTIFIED SPEAKER: Because it sounded
5 like there was two different directions that you
6 would go.

7 MASTER CHIEF KENT: No.

8 UNIDENTIFIED SPEAKER: Okay. And you have
9 been here, how long, again

10 MASTER CHIEF KENT: Three years, well,
11 almost three years. I got here July of 2000.

12 UNIDENTIFIED SPEAKER: In that three years,
13 has it ever been suggested to close the bar to any
14 traffic?

15 MASTER CHIEF KENT: No, there has not.

16 UNIDENTIFIED SPEAKER: For all traffic.
17 Okay. And the last one, this year, would you say
18 that for the bar that this is a typical weather
19 pattern season for the bar or has this been, been
20 worse than to norm around here? And if you don't
21 know, just say you don't know that specifically.

22 MASTER CHIEF KENT: I can't, I can't give
23 you a solid answer to that. There has been
24 differences and things that have occurred this year
25 as opposed to other years, you know, did we have a

1 worse winter this winter than we did previous
2 winters? No. Did we sustain more damage on, for
3 example, the north jetty than we do most years?
4 Yes, we did. You know, I can answer specific
5 questions like that, but as far as a general,
6 general statement was it any better or worse, or is
7 the bar now rougher than it was in 2002?

8 UNIDENTIFIED SPEAKER: Now, when you got
9 certain people in the media and local saying that
10 Saturday was the worse they had ever seen that bar
11 in years, that is not something you can agree to?

12 MASTER CHIEF KENT: Oh, no. Saturday was
13 not worse, the worse that that bar has been ever
14 been.

15 UNIDENTIFIED SPEAKER: Okay. The worse that
16 has bar has been with vessels transiting in it?

17 MASTER CHIEF KENT: No.

18 MR. WOODY: To clarify the question.
19 Closing the bar, and making recommendation, which
20 would require you to make recommendations to Group
21 Astoria, and then for the higher chain, has the bar
22 been closed in your three years here?

23 MASTER CHIEF KENT: No, it has not.

24 MR. WOODY: Okay.

25 UNIDENTIFIED SPEAKER: You have obviously

1 Coxswain here and then you have boat crews. Is
2 there a minimum requirement for the tower watch or
3 is it only Coxswain or the boat crew or everyone
4 gets a shot at the tower as a watchman, to watch?

5 MASTER CHIEF KENT: A large portion of the
6 crew is required to qualify as the tower and the
7 communication watch stander.

8 UNIDENTIFIED SPEAKER: And how do they
9 require, I mean, what do they go through to fill the
10 requirements to be a watch stander up in the tower?

11 MASTER CHIEF KENT: There is a specific
12 qualification guides that they are required to
13 complete, along with a supplemental requirement
14 sheet that we impose here at the station for the
15 tower.

16 UNIDENTIFIED SPEAKER: Okay. Is those in
17 these publications over here, the boat training
18 manuals and the boat crew --

19 MASTER CHIEF KENT: I have, I would have to
20 look to figure it out.

21 UNIDENTIFIED SPEAKER: Okay.

22 MASTER CHIEF KENT: For a fact. But --

23 UNIDENTIFIED SPEAKER: The ones that I can
24 get you --

25 MASTER CHIEF KENT: I mean, I can, you know,

1 I am sorry? If the communications watch stander PQS
2 is in the new book, then, yes. If not, then, no, I
3 don't know.

4 UNIDENTIFIED SPEAKER: -- got copies --

5 UNIDENTIFIED SPEAKER: The reason I am going
6 in that direction, because Seaman Long really seemed
7 to have a good grasp of what happened that morning.

8 MASTER CHIEF KENT: Okay.

9 UNIDENTIFIED SPEAKER: And I am just trying
10 to see if because he is maybe novel and has a better
11 eye. Do you feel confident with all your men that
12 would have such a good grasp of what happened, you
13 know, do you think he has been better trained or do
14 you think they are all trained the same?

15 MASTER CHIEF KENT: I think there is, they
16 all get exactly the same training. I don't think
17 any one individual got different or better training
18 than another.

19 UNIDENTIFIED SPEAKER: Okay.

20 MASTER CHIEF KENT: They all complete
21 exactly the same tasks, and once they are done with
22 that, they get, go through the same qualification
23 board.

24 UNIDENTIFIED SPEAKER: Okay.

25 MASTER CHIEF KENT: And then when they get

1 done with that, they are qualified. So, anyway,
2 there is nothing exceptional about his
3 qualifications over anyone, no.

4 UNIDENTIFIED SPEAKER: Okay. Do they go
5 through a period where they are with someone else?

6 MASTER CHIEF KENT: Absolutely.

7 UNIDENTIFIED SPEAKER: And how long a period
8 is that training?

9 MASTER CHIEF KENT: Usually three weeks to a
10 month.

11 UNIDENTIFIED SPEAKER: And who gives --

12 MASTER CHIEF KENT: From start to finish,
13 from the time they start qualifying to the time they
14 complete the qualifications.

15 UNIDENTIFIED SPEAKER: And who gives the
16 final blessing that says they can go solo up there?

17 MASTER CHIEF KENT: I do.

18 UNIDENTIFIED SPEAKER: Okay. Could you
19 explain the purpose of the tower logs? Are they
20 official document?

21 MASTER CHIEF KENT: No, it is not. The tele
22 log is there for me to have something to refer back
23 to to get a feel of how many vessels went out, how
24 many vessels came in. It is more of an issue during
25 the summer months than the, the winter months, it

1 pretty much quiet out there, a lot it because of the
2 weather. We don't have the traffic. It gives me a
3 sense of, you know, who went out and how many people
4 were, if it is a charter boat or a commercial
5 fishing vessel, who they were, who it was that went
6 out and how many people they had on there and when,
7 when we are expecting, we should expect them back.

8 And that is primarily it. You know, if somebody
9 comes in here and says, you know, one of the, their
10 friend's vessel was suppose to have come in here on
11 this date, and but they haven't been heard of since
12 or whatever, you know, that is one way we can look
13 back and see if their vessel was here or not. As
14 long as it is a commercial vessels, we usually log
15 the name and the number of people or small
16 recreational craft, due to the numbers of them
17 coming in and out, constantly we just keep a number
18 tally.

19 UNIDENTIFIED SPEAKER: Do you review that
20 log for accuracy and submit it to anyone?

21 MASTER CHIEF KENT: No.

22 UNIDENTIFIED SPEAKER: So, if it doesn't get
23 filled in for a day or something, is that violating
24 a regulation or a policy that is set up that all
25 stations are suppose to do?

1 MASTER CHIEF KENT: No. They are required
2 to keep track of their radio transmissions and mark
3 those down.

4 UNIDENTIFIED SPEAKER: Okay.

5 MASTER CHIEF KENT: As far as the vessel
6 counts, and anything else that they mark down up
7 there, it is strictly because I want to see it.

8 UNIDENTIFIED SPEAKER: Would you have a wish
9 list to make your life better here? Maybe your top
10 five, how is that? More people, better equipment,
11 different equipment?

12 MASTER CHIEF KENT: I would have to think
13 that one through. I would throw that one, off the
14 top of my, of my head.

15 UNIDENTIFIED SPEAKER: I would be curious to
16 ask how that would be relevant to the investigation?

17 UNIDENTIFIED SPEAKER: If you have certain
18 equipment that would help them monitor things at the
19 bar.

20 UNIDENTIFIED SPEAKER: Could I get you to
21 rephrase that question to way you are going right
22 now? And maybe you could answer that a little bit
23 better.

24 UNIDENTIFIED SPEAKER: Okay. To assist in
25 determining what went wrong with Taki Too, can you

1 think of any equipment that might have, might help
2 us or even help you in the response?

3 MASTER CHIEF KENT: Well, if we would have
4 had, okay, response that is, okay.

5 UNIDENTIFIED SPEAKER: Two questions.

6 MASTER CHIEF KENT: All right, as far as the
7 equipment, for review right now, can we film that or
8 if we had a camera out there that would have
9 digitally recorded this stuff, so that we don't have
10 store five million feet of tape, okay, I mean, you
11 tell me, would you like to be able to rewind it
12 right now and look to see what exactly this man did,
13 you know, step by step?

14 UNIDENTIFIED SPEAKER: Absolutely.

15 MASTER CHIEF KENT: I know it would make my
16 life a lot easier. And, you know, we wouldn't be
17 second guessing a lot of stuff, you know, it is
18 amazing to me how eight people can go through one
19 experience and have eight stories. That is,
20 everybody sees things just a little bit different,
21 you know. The camera is or a video tape or
22 whatever, is a no brainer. It just whatever you
23 see, you see. And then there is just some gaps you
24 have to fill in, so anyway, that would have been
25 nice to have.

1 A means of recording phone and radio
2 conversations so that we can replay stuff, with
3 Caller ID. That is a side note. It has nothing
4 to do with this, this particular case. It would
5 be, it would be helpful. As far as boats go, as
6 far as personnel go, you know, we have got well
7 trained people. We have well maintained boats. We
8 have good boats for what they do, I feel, that is a
9 personal opinion, but, you know, I like the
10 equipment that we have got right now. I think that
11 it is, it is good for the job that we are attempting
12 to do.

13 UNIDENTIFIED SPEAKER: Okay.

14 MASTER CHIEF KENT: I don't know if that
15 answers your question.

16 UNIDENTIFIED SPEAKER: That helps, thank
17 you.

18 MR. WOODY: In your three years here, do you
19 have a feeling or an opinion that the bar is getting
20 worse or better or staying the same?

21 MASTER CHIEF KENT: Oh, that has been the
22 million dollar question as far as the news is
23 concerned. I guess, right now, I am going to give
24 you an, it is an opinion and I know I am not suppose
25 to give opinions.

1 UNIDENTIFIED SPEAKER: If you could phrase
2 your question in your experience with the bar while
3 you have been here.

4 MASTER CHIEF KENT: All right.

5 UNIDENTIFIED SPEAKER: Have the conditions
6 changed, in your operations?

7 MASTER CHIEF KENT: Conditions have
8 definitely changed on the bar in the three years
9 that I have been here. And I was stationed here
10 from 1990 to 1994, and the change in the conditions
11 on the bar from when I was stationed here before,
12 from when I was stationed here before, until now, is
13 a mess. There is a whole lot of difference. It is
14 rougher. The fact that the jetty tips have eroded,
15 makes our job a whole lot more difficult, trying to
16 get in and out, it is harder and more dangerous.
17 Yes. In my experience, based on what I have done
18 and the way, operating vessels here for a total of
19 seven years, yes.

20 MR. WOODY: And the bar is a more difficult
21 bar, be a fair statement?

22 MASTER CHIEF KENT: Yes.

23 MR. WOODY: We have heard from a few people
24 that looking through the nav aids are not helpful
25 and that if you would follow the nav aids, you might

1 be getting into trouble. Can you comment on that?

2 MASTER CHIEF KENT: Okay. Yes, you can't run
3 a straight line in and out of Tillamook Bay. You
4 are going to have to come in from the north or you
5 have to come in from the south and vice versus, you
6 have to leave from the north or leave from the
7 south. If you go --

8 (Change of tape.)

9 MASTER CHIEF KENT: I know it doesn't work
10 with a set, but, if I can point at your chart, I can
11 explain to you.

12 MR. WOODY: Okay.

13 MASTER CHIEF KENT: And I think, I have got
14 a feeling you have already have heard that, so I am
15 not telling you something brand new here. But, the
16 bottom line is that if you come, if you come out
17 this way, you are going into this area that is a
18 shoal right here.

19 MR. WOODY: Right.

20 MASTER CHIEF KENT: Okay. As the waves come
21 in, the middle grounds area, what we have been
22 referring to as the middle grounds or this area
23 right here, often break. So, if you come straight
24 out, you are going straight into harm's way. You
25 can get out of harm's way in a quicker or faster by

1 running north this way and then coming out like this
2 or by running straight south. But, slowly that is
3 starting to go away, too.

4 MR. WOODY: Do you have a feel for where the
5 people, when they are go to the north, or go to the
6 south to get out into the ocean? Is there any
7 preference?

8 MASTER CHIEF KENT: Could you repeat that?

9 MR. WOODY: Yes, sure, is there, can you
10 detect any preferences to the boaters where they, I
11 mean, of the, let's say the charter boats, do most
12 of them go to the northwest or do most boats go to
13 the southwest?

14 MASTER CHIEF KENT: I think they gauge it
15 based on conditions that they, they, I can't really
16 tell you if they have one side or the other that
17 they like to run as a norm.

18 MR. WOODY: Okay.

19 UNIDENTIFIED SPEAKER: Master Chief, the nav
20 aids that are in place currently, can they be
21 misleading to an experienced boater?

22 MASTER CHIEF KENT: They could be for a
23 boater that has never been in and out of Tillamook
24 Bay before.

25 UNIDENTIFIED SPEAKER: An experience boater

1 that has never been here before, they could be
2 misleading?

3 MASTER CHIEF KENT: Yes, they could go to
4 the entrance buoy and look at number one, and look
5 at that line that marks the channel inside, that
6 line is really only relevant from the jetty tips in.

7 MR. WOODY: Is there any other guidance
8 available to the mariners to alert him that he could
9 have trouble?

10 MASTER CHIEF KENT: Yes, the Coast Pilot,
11 explains what our prediction is here.

12 UNIDENTIFIED SPEAKER: We have a
13 publication.

14 MASTER CHIEF KENT: Thank you.

15 UNIDENTIFIED SPEAKER: -- has a publication
16 that tells the boaters --

17 MASTER CHIEF KENT: And then there is that
18 pamphlet, then there is also publication put out by
19 D-13 called -- Bars of the 13 Districts.

20 UNIDENTIFIED SPEAKER: (inaudible)

21 MASTER CHIEF KENT: Yes.

22 UNIDENTIFIED SPEAKER: Do you have a copy of
23 the Coast Pilot?

24 MR. WOODY: We do --

25 UNIDENTIFIED SPEAKER: No, have I given it

1 to you?

2 MR. WOODY: No.

3 MASTER CHIEF KENT: I think there is even
4 other commercial publications that talk about it
5 also, Poor Richard's, is that one, does it ring a
6 bell? Anyway --

7 UNIDENTIFIED SPEAKER: Richard's Alamanc?
8 (Pause.)

9 MR. WOODY: I have you read the Coast Pilot
10 recently, do you feel like it is adequate for the,
11 for the public to understand? Do they need a nice
12 vessel like this here to be completely understand
13 it?

14 MASTER CHIEF KENT: That really helps us as
15 far as if you are going to, but, this is geared
16 towards someone that is going to be in and out of
17 the area and work and working here, as their, let's
18 call it home base, okay.

19 MR. WOODY: Okay.

20 MASTER CHIEF KENT: In other words, I am
21 going to Tillamook because I want to go fishing
22 there, and this is where I am going to, I am not
23 just pulling in to get fuel or to get rest, and then
24 going right back out, and going somewhere else.

25 MR. WOODY: Okay.

1 MASTER CHIEF KENT: I think that, you know,
2 the standard, standard publications available to
3 mariners would be sufficient.

4 MR. WOODY: The Coast Pilot.

5 MASTER CHIEF KENT: Yes.

6 MR. WOODY: And you mentioned this book, you
7 mentioned --

8 UNIDENTIFIED SPEAKER: I will get a copy
9 for you, folks.

10 MR. WOODY: Okay.

11 UNIDENTIFIED SPEAKER: Definitely put in
12 there the hazardous of --

13 MR. WOODY: We would like to see it very
14 much.

15 UNIDENTIFIED SPEAKER: Thank you, Chief. I
16 don't know if you can answer this question or not,
17 for a charter, which publications are, is he
18 required to review and know to keep his license?

19 MASTER CHIEF KENT: I don't know what his
20 license is going to require him.

21 UNIDENTIFIED SPEAKER: Okay. I didn't know
22 if he --

23 (Pause.)

24 UNIDENTIFIED SPEAKER: Good afternoon. You
25 have some chart and a nav gear, I am wondering if

1 you could plot that position for me on that chart?
2 And hopefully there is enough information on that,
3 on that view for you to be able to do that.

4 MASTER CHIEF KENT: All right.

5 UNIDENTIFIED SPEAKER: And just by way of
6 explanation, that is latitude and longitude that we
7 obtained off of one of the electronic chart
8 recorders of a small passenger vessel that was
9 outbound this morning on a fishing trip.

10 MASTER CHIEF KENT: Okay. And those are
11 seconds not minutes. In other words, you can --

12 UNIDENTIFIED SPEAKER: That is correct,
13 those are seconds. You could mentally convert those
14 to minutes, if you choose.

15 MASTER CHIEF KENT: All right.

16 UNIDENTIFIED SPEAKER: I think I have
17 facilitated that for you.

18 MASTER CHIEF KENT: Yeah, you did, thanks.

19 UNIDENTIFIED SPEAKER: Okay.

20 MASTER CHIEF KENT: But, anyway, okay,
21 because I have to point that out because there is no
22 --

23 UNIDENTIFIED SPEAKER: I understand.

24 MASTER CHIEF KENT: There are no seconds
25 graph on the side of this, on the side of this, so,

1 we have got, 45 degrees, 34, there are some more,
2 three -- Hang on a second, let me make sure there is
3 a --

4 (Pause.)

5 MASTER CHIEF KENT: It is probably, I
6 wouldn't walk into a courtroom with this, I will
7 tell you that right now.

8 UNIDENTIFIED SPEAKER: Okay.

9 (Pause.)

10 MASTER CHIEF KENT: No, I didn't use the
11 compass, I used the --

12 UNIDENTIFIED SPEAKER: Okay.

13

14 (Pause.)

15 UNIDENTIFIED SPEAKER: Can you tell us how
16 far off the jetty line is? The tip of the north
17 jetty.

18 MASTER CHIEF KENT: Using that, okay.

19 UNIDENTIFIED SPEAKER: Obviously, I should
20 have, I should included the scale here someplace.

21 MASTER CHIEF KENT: Okay. Best guess is two
22 tenths of a nautical mile.

23 UNIDENTIFIED SPEAKER: Okay.

24 MASTER CHIEF KENT: And that is, and it is a
25 guess.

1 UNIDENTIFIED SPEAKER: So, it is about 400
2 yards.

3 MASTER CHIEF KENT: Sure. Yes.

4 UNIDENTIFIED SPEAKER: Yes, okay. All
5 right.

6 UNIDENTIFIED SPEAKER: Could I get that
7 position and what is it, you said --

8 UNIDENTIFIED SPEAKER: We got that off and I
9 will have this, I will write up something.

10 UNIDENTIFIED SPEAKER: Do we have an actual
11 chart, Master Chief, that you can use versus trying
12 to use that?

13 MASTER CHIEF KENT: Yes. Yeah, a real chart.

14 UNIDENTIFIED SPEAKER: Let's do that, then.

15 UNIDENTIFIED SPEAKER: Do you have one,
16 because you gave us, it is a time, give us your only
17 extra chart, and -- took that with her to Portland.

18 MASTER CHIEF KENT: Yes, I can, yes.

19 UNIDENTIFIED SPEAKER: I am sorry, I was
20 under the impression that we didn't have another
21 chart, that is why I made the copy.

22 UNIDENTIFIED SPEAKER: Do you have your own
23 work station chart?

24 MASTER CHIEF KENT: I have the copy. Okay.

25 UNIDENTIFIED SPEAKER: All right, there you

1 go.

2 MASTER CHIEF KENT: Yes, I have the Comm
3 Room chart.

4 UNIDENTIFIED SPEAKER: Okay.

5 UNIDENTIFIED SPEAKER: And we can just copy
6 anything that is on there.

7 MR. WOODY: Right, yeah.

8 UNIDENTIFIED SPEAKER: Okay.

9 MASTER CHIEF KENT: Okay. Then I will do
10 this real -- I will take my lunch with me and --

11 (Pause.)

12 (Tape ended.)

13 MASTER CHIEF KENT: Whenever that is an
14 accident that occurs.

15 MR. WOODY: Yes.

16 MASTER CHIEF KENT: It usually occurs so
17 quickly that there is no way in heck the people can
18 turn around and grab a life jacket, put it on and
19 then deal with whatever the emergency is. Okay. It
20 happens, it happens quick, and then all of a sudden
21 you have got, you know, people in the water, you
22 have got people drowning and you have got, you know,
23 folks battling the elements, without the proper
24 equipment, okay.

25 You have got to have the thing on the first

1 place or else it is not going to do you any good.
2 Now, answering your question specifically about what
3 can be done? How do I feel about wearing life
4 jackets, I think everybody should wear a life jacket
5 when they are on a boat going out on the water, you
6 know. If the boat is in the parking lot, don't wear
7 one. If you plan to put it in the water, please put
8 one on. Okay.

9 When, the charter boat business, I kind of
10 understand their dilemma, okay. They are required
11 by law to carry a specific type of life jacket. The
12 specific type of life jacket that they carry is
13 cumbersome to the wearer. Okay. It is designed to
14 do specific things, subsequently it is big, it is
15 bulky, it is not comfortable. Okay. I understand
16 that. All right. Maybe if we could allow or
17 either come up with a more comfortable type one life
18 jacket, or allow them, you know, to keep their
19 passengers in the type three life jacket or a type
20 two life jacket, that is nice and comfortable
21 throughout the entire trip from the dock, when they
22 leave, until they moor back up. Maybe that would
23 help. Okay.

24 Now, I know that they don't, you know, the
25 type twos and type threes that are available, that

1 are really nice and comfy, will not re-right a
2 person that is floating face down. Okay. That is
3 the downside. The life jackets they are required to
4 carry now, do turn over a person laying face down.
5 Okay. But, maybe if we could allow them to put
6 people or even require them to put people in type
7 twos, with those suspenders with --

8 UNIDENTIFIED SPEAKER: Type three.

9 MASTER CHIEF KENT: But, they have a type
10 two now. They have type, 90 percent of them --

11 UNIDENTIFIED SPEAKER: They have type one --

12 MASTER CHIEF KENT: Do they? Okay. Well,
13 the type two inflatable I saw was \$159.00.

14 UNIDENTIFIED SPEAKER: There should be the
15 one in the package SOS.

16 MASTER CHIEF KENT: Yes.

17 UNIDENTIFIED SPEAKER: That is a type one.

18 MASTER CHIEF KENT: Oh, okay.

19 UNIDENTIFIED SPEAKER: It is only type one.

20 MASTER CHIEF KENT: Well, they are really
21 expensive.

22 UNIDENTIFIED SPEAKER: Right, right. Maybe
23 if they became more popular, the price would come
24 down. But, you know, if we could get folks to wear
25 these suspender type jobs, the inflatable type, that

1 are comfortable, they are not cumbersome, they are
2 not a big deal, and you know, anyway, then maybe we
3 could get this through and we could get people
4 wearing them all the time on the charter boats.

5 You know, and I know that some people voice
6 the concern that, well, you know, if you make
7 everybody put a life jacket on, you know, that they
8 are going to get scared and things like that, you
9 know, it is going to be a dangerous trip and not
10 want to go. And it would be bad for business.

11 Well, you know, we require folks on airlines to
12 buckle up before the plane takes off, and you don't
13 have the option. Either you buckle up or the plane
14 doesn't leave, you know, maybe if it was just one
15 more of those regulations that was floating around
16 there, it wouldn't be such a, such a problem. And
17 people, you know, it would maybe take the monkey off
18 the charter business' back and they could just go,
19 well, you know, it is those darn regulations or
20 whatever, I don't know. But, if they have got more
21 comfortable equipment, that they can put on their
22 passengers, maybe it won't be such a big deal. But,
23 right now, if you stuff all those folks in those big
24 old bulky deals, I can understand why they would be
25 upset.

1 UNIDENTIFIED SPEAKER: Or, let me add one
2 more thing, on a restrictive bar, that is the time
3 they have to be put on, going across and coming
4 back. If it is open, status quo. It might be more
5 sellable to the charter people. And they can tell
6 their customers, the reason we are doing this is
7 because it is restrictive to these type of vessels,
8 so it is not hazardous to us, but we need to have
9 the life jackets on.

10 MASTER CHIEF KENT: I don't know. I just
11 watched the guy walk across the parking lot in a
12 life jacket today and I almost ran out and hugged
13 him. I mean, at least, you know, in all of this
14 tragedy, you know, something good came out of it and
15 it reached some people. And I am just -- I will get
16 off my soapbox now.

17 (Pause.)

18 MR. WOODY: I think that is it, then.

19 UNIDENTIFIED SPEAKER: Thank you very much.

20 MASTER CHIEF KENT: Thank you.

21 (Whereupon, the interview ended.)